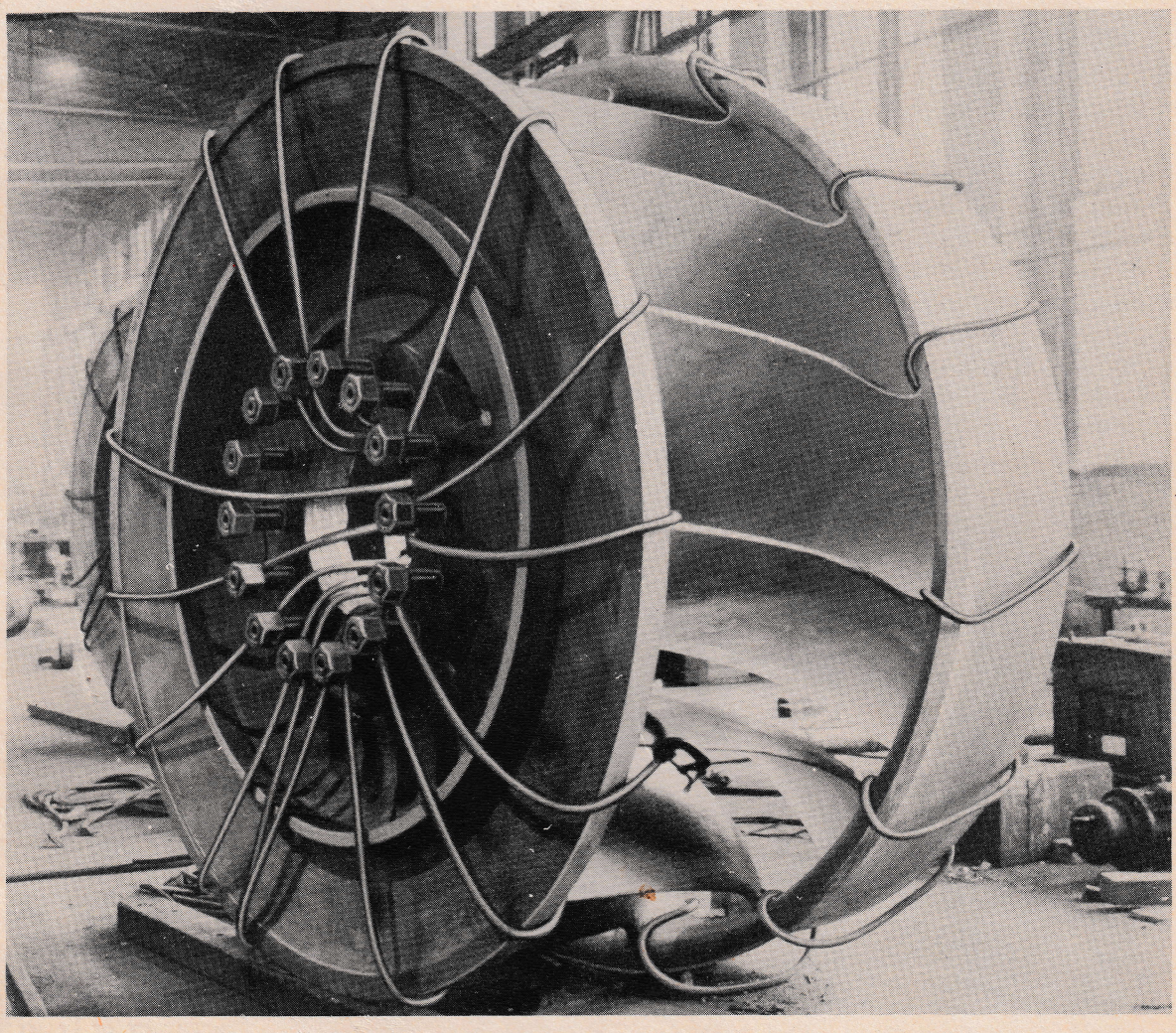
Turbine Topics

Vol. 1 No. 12 Issued For and By the Employees of S. Morgan Smith Co. March, 1944



MAGNAFLUXING TWO OF THE RUNNERS FOR THE CENTRAL NEBRASKA PUBLIC POWER AND IRRIGATION DISTRICT

Inspection Department—Problems and Practices

SEE FEATURE ARTICLE PAGE 2

Inspection Department - Problems and Practices

By Elmer Aughenbaugh, Chief Inspector

Modern manufacturing companies are divided into three main divisions: sales, manufacturing and field erection service. In this article only the manufacturing division will be considered.

Manufacturing is usually separated into three subdivisions: engineering and design, production and inspection. The function of the engineering and design branch is to plan the specifications for the articles to be manufactured; the production departments attempt to process the articles accurately; the inspection department evaluates the results attained by the production departments in using the specifications. In other words, the production departments are responsible for producing work in accordance with the drawings and specifications and at a low cost, while it is the inspection department's responsibility to see that no work is shipped to the customer unless it meets the specifications.

In the early days of industry, a workman was not specialized to as great a degree as in the modern day. Formerly, a man may have completed all the operations required on an item. He may have cut the raw material on a saw, machined it on an engine lathe, completed a planing or shaping operation and finally finished the item on a drill press. Is it not only natural that a man under this system would take more pride in his work than if he were responsible for only one of the many operations or only the operations on one machine? This lowering of pride has a tendency to lower the quality of the product. Specialization, while it has many advantages, also increases the need for inspection.

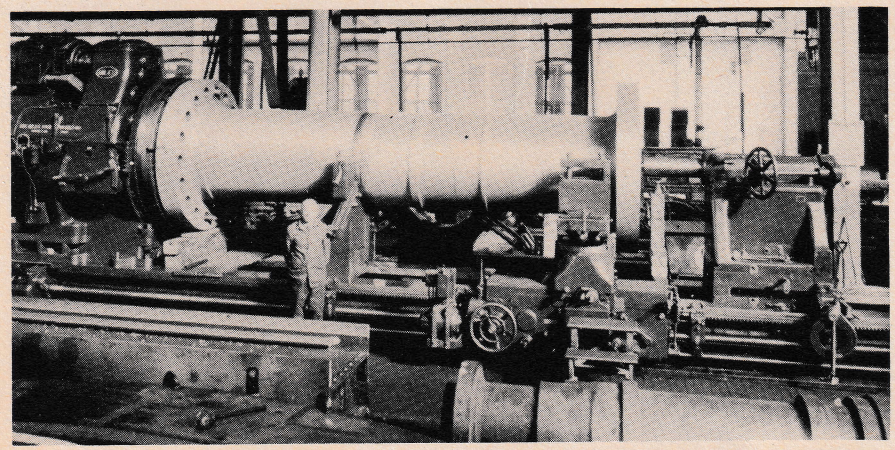
Experience has shown that installing an incentive system will, as intended, spur the workmen to increased production. This increased production, to a varied extent, is at the expense of quality. This is only natural because men will not take as much time as previously to check their own work. Therefore, incentive for increased production, either in the form of a cash bonus or for patriotic purposes in time of war, has a tendency to decrease quality and increase the need for inspection.

Improvement of the product to increase efficiency, improve operation and control, and to assure interchangeability has required closer tolerances to be specified and, therefore, closer inspection is required to insure that the drawing and specification requirements have been met.

Inspection requirements do not always mean that the work must be held to the closest possible dimensions or to the best possible finish attainable. Costs are always increased unnecessarily when the product is made better than it need be manufactured. Drawings are dimensioned with tolerances and finishes specified, and an inspector should not insist on a better finish or on closer dimensions than those given on the drawing. Generally, workmen should be discouraged from following this practice. This is more important in mass production manufacturing than it is in small quantity production. A word of caution should be given here, especially for small scale production: Drawings are more likely to specify the proper tolerances and finishes in mass production than in small quantity production.

An inspector, when in doubt about the tolerances or finishes given on the drawing, should contact his immediate supervisor in the inspection department for a check on the drawing requirements. If the time required on the piece or pieces is small, the time for contact may require as much time as that required for the better finish or closer dimensions and, in this case, the inspector is justified in requesting the closer accuracy or better finish.

Inspection has been carried on for many years in our company. At first, the foreman of a department did practically all of the inspection in his department. Later, as the num-



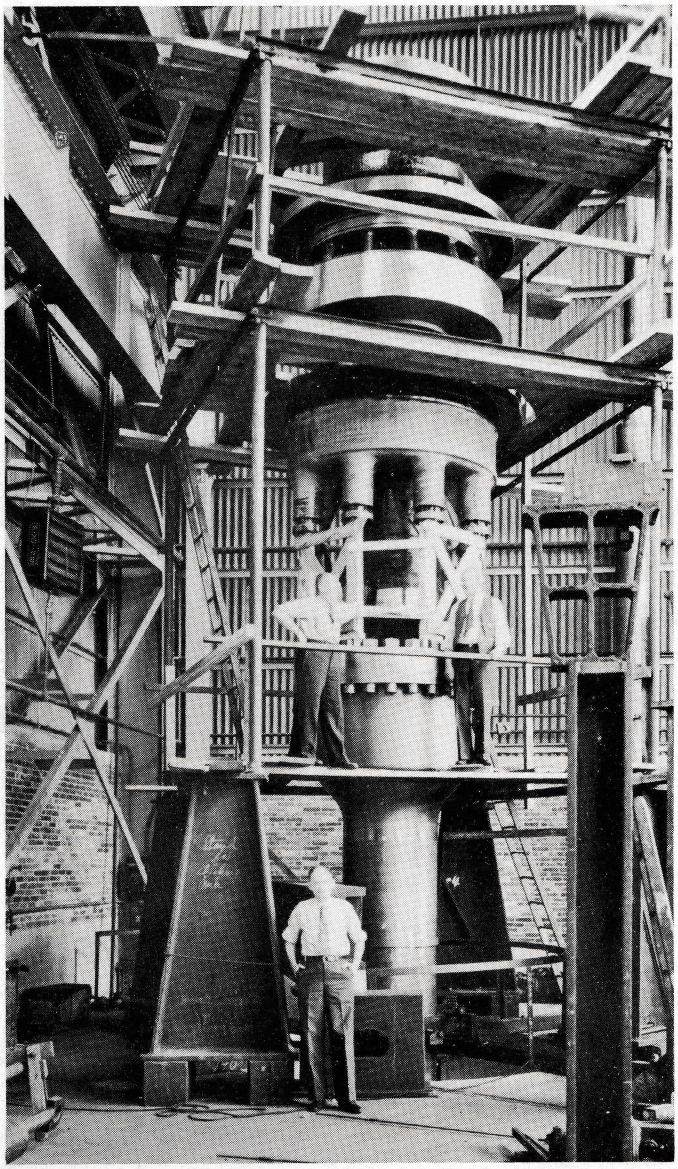
CHECKING SHAFTS IN LATHE—Before removing shafts from the lathe after final machining, all shafts are checked for concentricity on centers. This is the final runout check for small shafts, but all large shafts are checked later in the vertical position. Harry Keeney, shown above, has done exceptionally fine machining on shafts and has given the Inspection Dept. very little trouble.

Above: SHERMAN KRALL AND GENE SHINDEL holding up the Bonneville draft tube after completing their inspection of the assembled tube.

GUNTHERSVILLE SHAFT CHECK—Our company has pioneered in checking large turbine shafts in the vertical position on a special checking machine. Practically all large turbines are made to operate in a vertical setting and this is the most logical position for checking. We have checked scores of shafts in the vertical position and have had little difficulty in meeting the requirements of the specifications. By using this method check results are readily duplicated.

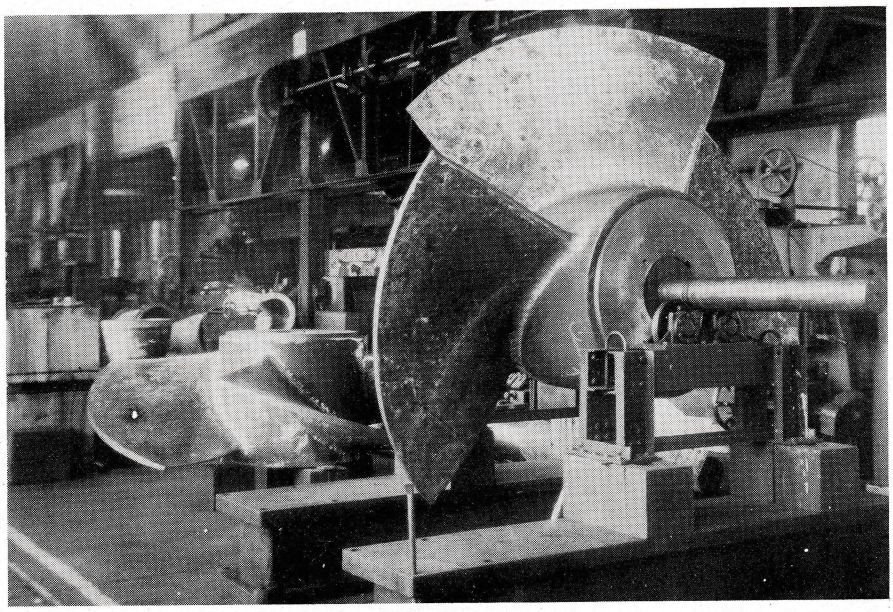
The method is very definite as no rests or supports are used. The shafts rest on and revolve with the table. Dial indicators are located on sturdy rods, and make reading very simple, since there is very little movement of pointer except that showing the true runout of shaft. After shafts are located on table the actual checking requires very little time in comparison with other methods.

This picture shows the generator shaft on top coupled to the turbine shaft. Bert Adreon, our shaft inspector, and his friend, the late Bert Wintle, representing the General Electric Company, are probably smiling over their recollection of the previous night or are anticipating the coming night. Arthur Barnes, TVA inspector, representing the customer, is shown below them.

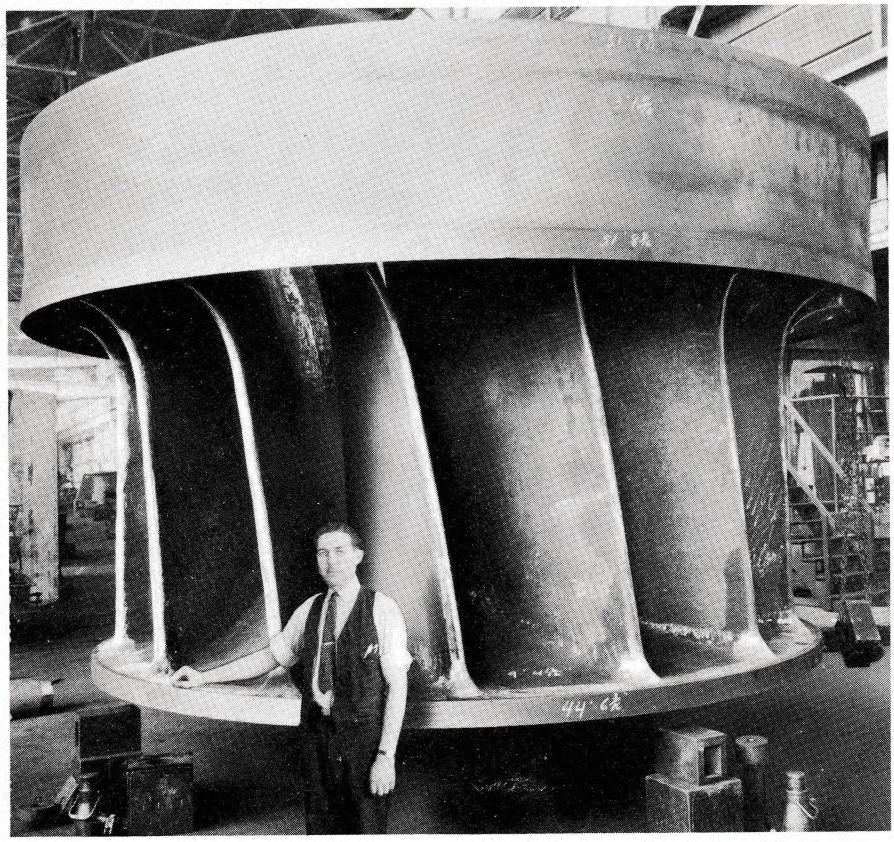


ber of men in a department increased, an assistant foreman was appointed to aid him in his work. Most of the inspection then became a duty of the assistant. As our company grew and the product was improved, greater accuracy was required, and it was necessary to appoint full time inpectors in most of the production departments. This was our inspection set-up for many years.

Early in 1938 the management studied the inspection problem and decided to establish an Inspection Department. On April 22, 1938, Mr. J. William Neidhardt was appointed Chief Inspector in charge of the department. As outlined in the general notice announcing his appointment, the Chief Inspector reports to the Plant Manager and is responsible for the inspection of all important materials fabricated in the vendor's plants, such as castings, machining of large shaft forgings, etc.; the inspection of all material received; the inspection of the work in process in our plant; for conferring with government and other customer inspectors; disposition of sub-standard work; and placing of responsibility for errors. Mr. Neidhardt made several visits to manufacturing plants in this section of the country and studied the inspection departments of these plants before actively establishing the department in our plant.



METHOD USED IN STATICALLY BALANCING fixed blade runners and impellers.



BALANCING OF THE RUNNER FOR DENISON DAM—Large Francis type runners are balanced in the manner shown, on a ball located at the exact vertical center line of the runner. This runner has very little static unbalance as can be seen from the six inch iron block hanging on a chain from the band of the runner at the right-hand side of the picture. John Strobeck, former inspector shown in this picture, who is now in the Army Air Corps, could raise or lower one side of this 157,600 lb. runner with one hand. (John will probably rack his brain trying to remember when he inspected the balancing of the Denison runner. Never mind checking with a psychiatrist, John, these photographers have all kinds of tricks up their sleeves. This runner was balanced in 1943.)

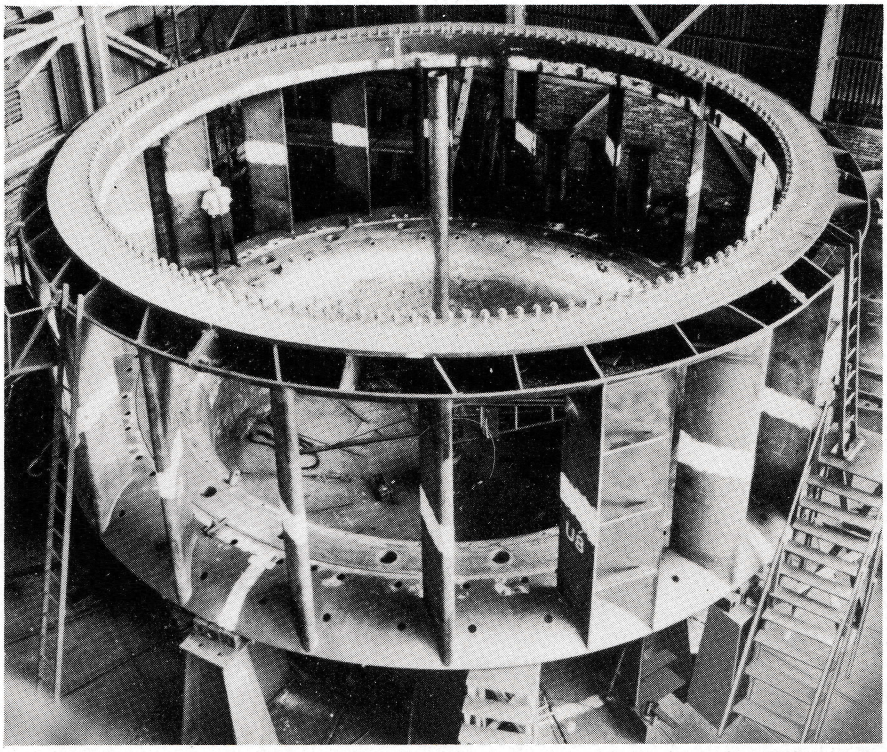
In mass production plants, all types of special gauges are provided for inspecting work and little skill is required of most inspectors in this type of manufacturing. However, as the quantity of production of individual items is decreased, fewer gauges are economical, and the skill required of inspectors is increased. Cooperation between the inspection and production departments is more necessary in small quantity than in large quantity production plants, especially if the size of the product is large.

Our plant is an extreme example of a small quantity production shop, and the sizes of the units manufactured are undoubtedly as varied as found anywhere. In many cases, our contracts call for only one unit with components having at most only twenty pieces exactly alike. Therefore, very few special gauges are available, and the inspector must depend on standard measuring instruments for most of his inspection. In addition, the inspector must be sufficiently experienced to tell whether or not the parts as completed will function properly when no fitting is done at assembly. When fitting is required, he must also be able to determine whether or not the amount of stock left for this purpose is suitable. Because of these facts, a large amount of skill is required of practically all of our inspectors. For this reason most of our inspectors have been promoted from the ranks of our higher skilled workmen. A large percentage are former machinists, or pattern makers, etc.

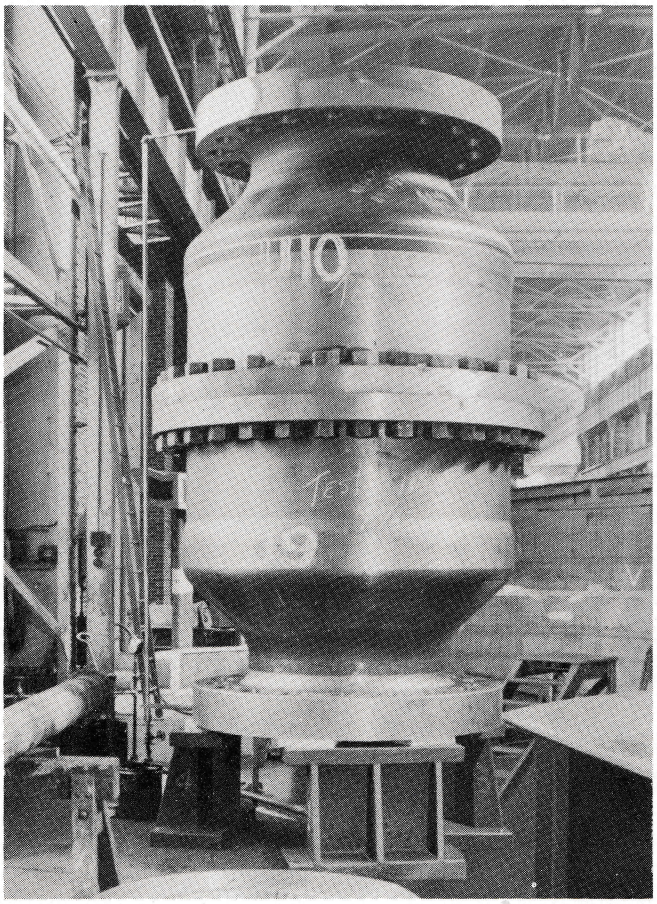
Our limited production quantity, the large size of our work, and the expense involved per unit necessitate close cooperation between the Inspection Department and all other departments. For this reason, the work is assigned by the departmental foremen. However, it is the duty of all inspectors to report any deviations from the drawings or speci-

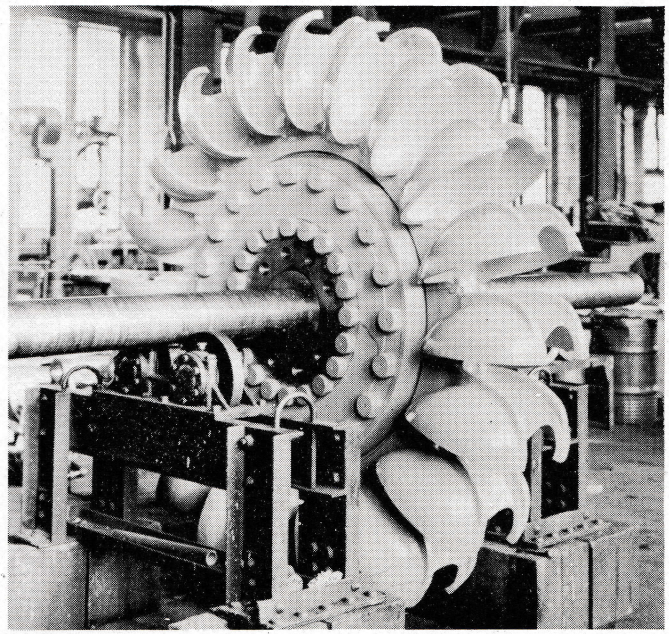
fications to the Chief Inspector or his designated assistant. Close collaboration between the Plant Superintendent, General Machine Shop Foreman, the head of the Design Department, the Chief Engineer, and the Chief Inspector is maintained in order to determine the best means of salvaging expensive work.

Our inspection personnel consists of the following: Sherman Krall and George Leicht in the Plate Steel and Welding Departments; Wilbert Noss in the Pattern Shop; Fred Straley in Department A; Bruce Wilhide and Marion Long in Department B; Raymond Aldinger and Spurgeon Decker in Department C; John Strobeck, who is now in the Army Air Force, John Andrews and John Godfrey in the Turbine Erection Departments; Gene Shindel, Clarence Martin and Mary Fungy in the Navy Assembly Department; Raymond Hershner, Walter Allison



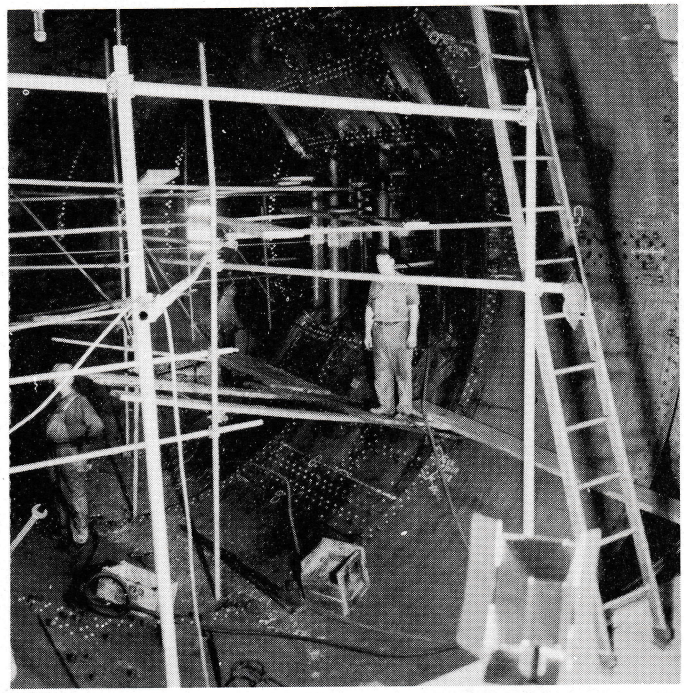
CHECKING THE CONCENTRICITY of the throat ring and speed ring for unit 8 of Bonneville by means of a revolving center post, carrying an indicator arm.





STATIC BALANCING IN THE CONVENTIONAL MANNER—The picture above shows the balancing of an impulse runner on two pairs of rolls. This is our usual method for all impulse runners, small Francis runners and small propeller type runners.

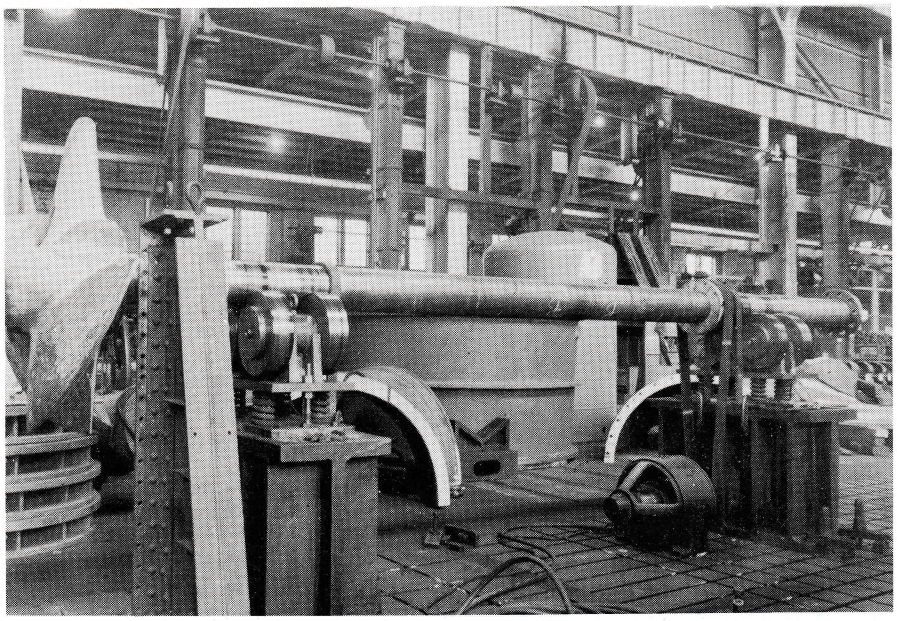
THIS PICTURE SHOWS the special pressure test of 1,000 P.S.I. on the cast steel servo motor housing on units nine and ten for Bonneville. This unusually severe test was necessary to determine whether or not some unfused foundry chills in the large flanges reduced the strength beyond the danger point.



Left: Inspector Sherman Krall shown in the inlet of the plate steel scroll case for Parker dam. Right: John Gosnell checking the inlet diameter of a bronze scroll case. Imagine John trying to imitate Sherman and crawling into the inlet of this scroll.

and Hilda Miller, assigned to the Army Ordnance work; Charles Bentzel, Traveling Inspector of Castings and other purchased material; John Gosnell, Receiving and Casting Inspector in the local foundries; Clifford Allison, Receiving and Casting Inspector; Ernest Stokes, Assistant to the Chief Inspector; and the writer. Albert Adreon, a former member of the Inspection Department, still serves as the Final Inspector on all the large turbine shafts made in our plant or in the generator manufacturing plant.

It is economically impractical to check every item of our regular product one hundred per cent. However, it is the aim of the Inspection Department to check at least one piece of each item one hundred per cent and to inspect all of the important components one hundred per cent in an effort to prevent the shipment of any sub-standard material to the customer, and to maintain the excellent reputation that the employees and the company have for turning out an unusually good product.



THIS VIEW SHOWS the setup for dynamically balancing a shaft and impeller. Weights are added to the impeller until the shaft runs concentric.

EDITOR'S NOTE: The article regarding Edward L. Rogers' professional engineering license contained several errors which we want to correct: There was no thesis written about the Kold-Hold refrigerating unit which is in use in our shop. The article which appeared in the January issue of "Product Engineering" and was written by him had no connection with the Kold-Hold unit or our company. Neither of these facts had any bearing on his qualifying for a professional engineering license.

S. Morgan Smith Cafeteria Opens for Business

A dream of many years became a reality on February 15 when the S. Morgan Smith Company cafeteria started operations. Besides serving the noontime needs of employees, the cafeteria personnel also caters to their appetites throughout the day by sending out "snack carts" each morning and afternoon, containing milk, sandwiches, cakes, candy, cigarettes and tobacco, potato chips and soft drinks. Similar conveniences are also available to our night force.

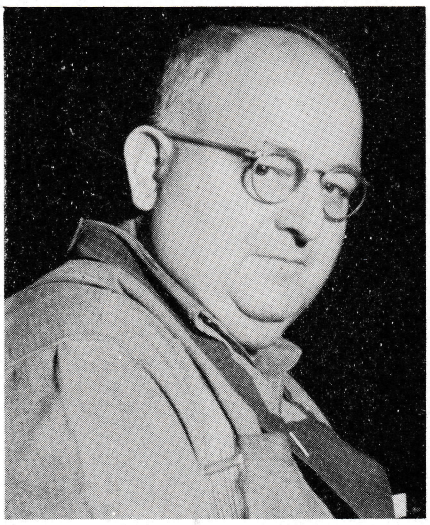
The cafeteria is owned and operated by William M. Johnson, under the direction of the State Council for the Blind. Mrs. Horn, the cook, the remainder of the women workers and Mr. Johnson are deserving of much praise for establishing their reputation of serving delicious food in an efficient manner.

William M. Johnson and staff serving food to the employees in our new cafeteria, Tuesday, February 15.

William M. Johnson, smiling so broadly, must be listening to a good story. His escort, "Sheik," also seems to be grinning, perhaps disapprovingly.

This group was snapped as they were ready to serve lunch on the opening day. Left to right: Mrs. Donahue, Miss Wilson, Mrs. Myers, William M. Johnson, owner and operator, Mrs. Gronlund, Mrs. Horn, Mrs. Gingerich and Mrs. Sheffer.

OLD-TIMERS



CHARLES F. FIRESTONE

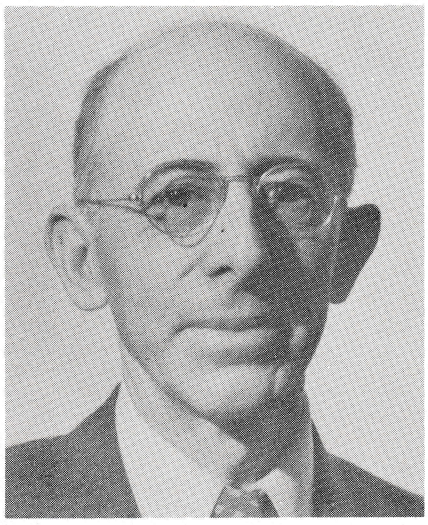
Charles F. Firestone, more popularly known as "Fat," was born at the Picketts, York County, in 1895, and attended the grade schools in York. He served his apprenticeship as a machinist in the Hench & Brothers Company in Coatesville for several years.

"Fat" started to work for the S. Morgan Smith Company on December 26, 1905. George Schlaanstine, another Old-Timer, was his first supervisor when he worked on various machines and did assembling. Later he worked for Dan Lucking, Walt Gray, Sr., and Sam Stump in various capacities, but mostly on the assembly floors. Charlie also had a number of jobs as a field erector. At the present time he is doing bench assembly work for Al Shaffer in the Tool Room Gallery.

This Old-Timer has an enviable record of being late only three times during his 38 years of service; two of these were caused by sickness in the family. His favorite hobby is sharpening lawn mowers.

"Fat" has a son, Charles, who has been working here since 1935, and is now the assistant to Charles Farscht, Purchasing Agent, in the Main Office.

Man of the Month



A. H. LEHR

A staunch Republican and proud of it! Harry loves a good friendly political argument and usually has the facts to back up his statements. He has participated in many Borough of North York civic activities, such as being secretary of the school board, supervisor of the junior department of his church, a member of the playground association, and a member of the Lion's Club. On February 28 of this year Harry began his thirty-ninth year of service with the company. His first job here in 1906 was as the time clerk for the contractor who was constructing the factory building at that time. Later he was the assistant to Ross Bortner, who was in charge of payrolls and cost. Since then he has served in the Cost Department, working mostly on shop and office payrolls.

Harry's family consists of three girls and five boys. Two of his sons are serving in the U. S. Army. Henry is stationed on Oahu Island, one of the islands in the Hawaiian group, and Dale was recently inducted. Julia, one of Harry's daughters, has been the secretary in the Traffic Department for more than a year.

C. W. BIXLER

In our company C. W. Bixler is a newcomer, having been here since November 23, 1942, but he has behind him a wealth of experience. He has worked for the Federal Government, as a construction supervisor for the American Bridge Co., for 12 years at the Steacy Schmidt Co. as a roadman, and for the same length of time at the McGann Manufacturing Co.

While he was employed by the latter he supervised the construction of the Chester Valley Lime & Products Co. in 1930. This plant at Paoli, Pa., was regarded as the most important recent development in the lime industry. It was designed, built and lime placed on the market in less than five months. Bix had already established an enviable reputation. He was considered a man "who has had wide experience in the erection of lime plants over this entire continent." He did construction work in every state, and has a fine collection of pictures showing the various stages of construction of many of the jobs he supervised.

Bix's skill proved valuable when he wanted a home of his own. The Bixler family lives in a log house which he built himself.

Athletic Association

Over two hundred Athletic Association members, friends and families attended the group's second skating party on February 28, and are now clamoring for a third. In the accompanying pictures the Roving Cameraman has captured the carefree mood of the skaters who all acclaimed the evening's entertainment as most relaxing. Some changed their minds the next morning. More pictures of this event will be found on subsequent pages.

* * *

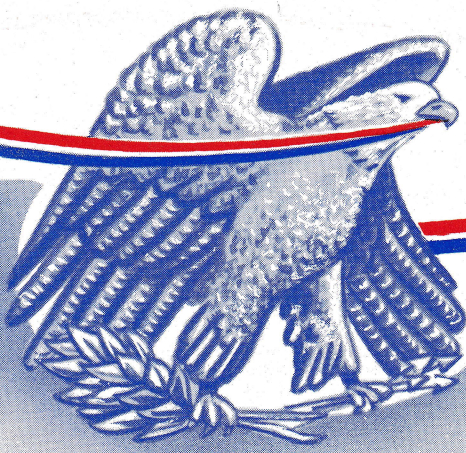
New members are welcomed into the S. M. S. Athletic Association at any time. There are no restrictions regarding length of service, etc. Initiation fee is $1 and dues, $.25 a month.

Left: John Andrews, who did the groundwork of organizing the Athletic Association and subsequently was unanimously elected president, is skating with June Mason, shop clerk, Plate Steel Dept. Ernie Stokes is in the background.

Right: Elsie Elicker in her usual jovial mood at the party. Who is the big palooka that blocked Arline "Toots" Fitzkee out of this picture?

Left: Leon "Skeeter" Eisenhart, master welder but only a student roller skater, taking his basic training from Caroline Nusbaum (and how he seems to enjoy it). Paul Stumpf in the background is trying to catch up.

Above: Clair and Mrs. Rusher apparently had a wonderful time at our second skating party. Kenneth Crumling and George Kauffman, husband of Grace Kauffman, Blueprint Room, are skating solo.



HONOR ROLL

For Employees of S. Morgan Smith Co.

Who Have Joined

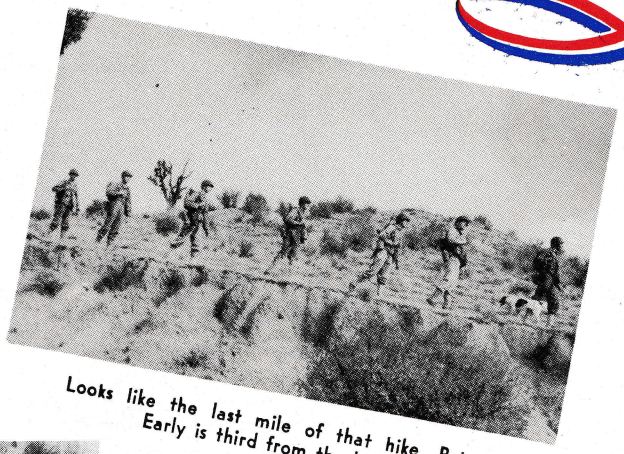
THE ARMED FORCES

R. ADREON
C. ANSTINE
J. AVIS
W. BAILEY
W. BAIR
E. BAKER
M. BIEVENOUR
S. CRONE
G. DRESCHER
C. HOKE
R. KETTERMAN
H. LEIBENKNECHT
C. MEISENHELTER
R. MEISENHELDER
W. MUSSER
I. McHENRY
C. RAIFSNIDER
K. REEVER
H. STRAYER
J. STROBECK
G. WECKER
C. WILT, JR.
F. KINLEY
R. McWILLIAMS
G. WINAND
E. CUSTER
G. KOHLER
L. LIGHTNER
J. McHENRY
R. MYERS
W. SENFT
J. SHAFFER
J. DELLINGER
A. WELTY
J. ROWE
H. MOWERS
R. SPRENKLE
W. TEST
H. ELICKER
W. BENNINGTON
K. HEINDEL
J. McSHERRY
D. REID
N. VanHORN
L. FISHEL
R. SPONSLER
J. BOECKEL
J. BOLLINGER
A. BORING
M. GLADFELTER
R. RAUCH
C. RUDACILLE
R. KRESSLER
C. GOTWALT
D. SNYDER
P. SMITH
G. EARLY
S. RAUHAUSER
J. YOUNG
H. HESS
E. GEIST
C. REISINGER
R. GROSS
R. HESS
C. MILLER
W. SMITH
C. HAMME
R. SHEFFER
R. WOLF
L. KRALL
W. MYERS
D. BERKHEIMER
G. DIETZ
W. BEAVERSON
C. JESSOP
C. MYERS

KEEP IN CONTACT—WRITE TO THEM OFTEN

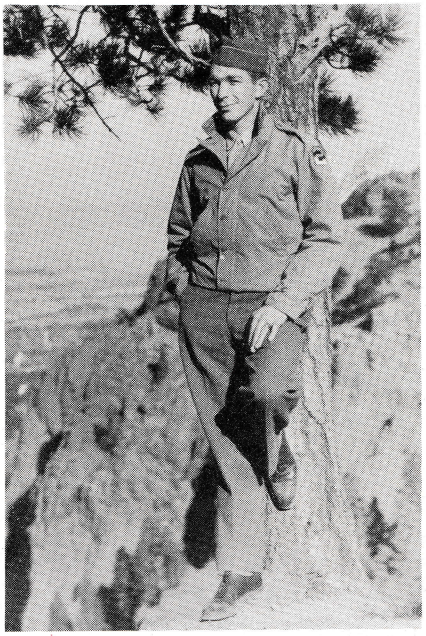
SEE PERSONNEL OFFICE FOR ADDRESSES

Woodie's unit on a ten-mile hike through some Colorado foot hills.



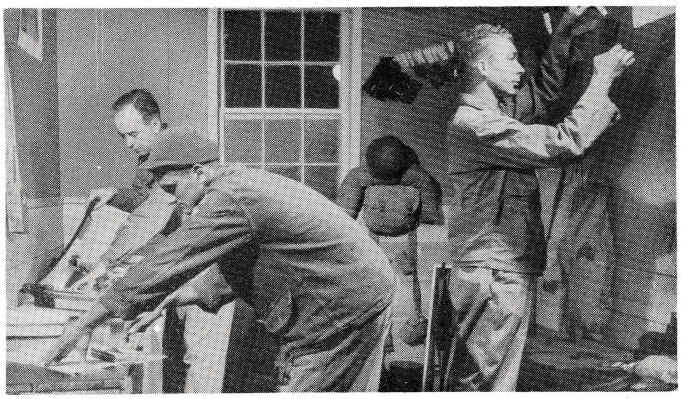
Looks like the last mile of that hike. Pvt. Early is third from the left.

Woodie and his Chicago piano.



Pvt. G. N. Early viewing Colorado from the summit of Pike's Peak. Woodie was a member of the Shipping gang for five months before he was inducted into the Army last May.

Seeing the sights from the Cave of the Winds on Cheyenne Mountain. Elevation, 7,200 feet.



Pvt. Early and other members of a Signal Photo Detachment at work.

V ◇ ◇ ◇ — MAIL

South Pacific, January 27

By this time I suppose you are wondering what's become of me. I haven't written you for so long. It won't be long until I can write better. I hope you can see the reason why.

First of all, I don't know who to thank for the membership card in the Athletic Association, but whoever it is, please convey my sincerest thanks. Believe me I sure was surprised. You have one company in a million and I can truthfully say I sure am proud to say that I worked for you and hope to again. Let's hope this card won't run out or that I can be there to renew it.

Right now news is scarce but soon I'll be able to write you more things. All I can say is it's a long road down here. So keep plugging—we'll need it. Hope to hear from you soon.

A pal,

"WELTY"

A. P. O. San Francisco
January 23

Received your victory check and was very happy to hear from you. I also received "Turbine Topics" which I find very interesting to read. I want to thank you for the victory check because I know that back there you fellows are thinking about us out here. I am writing this letter upon the high seas, heading for a place where we can give the yellow-bellies some of their own medicine.

Tell the fellows that I want to thank them for their output towards this war. Am hoping that I can soon come home to visit all of you people soon. I have just been thinking how nice it would be to get up in the morning and go to work. Boy! Those were the good old days. There is not very much that I can say about myself, only that I am still healthy and all in one piece.

Well, say hello to all of the boys. Wish I were there to get in on that bowling tournament this year, but I will next year (I hope). I want to thank you with all my heart for sending my wife "Turbine Topics." She sure does appreciate it. Well, I shall close now, hoping to hear from some of the fellows. Also want to congratulate you on the new Athletic Association which I'm sure will be a great success. Will close because I will be kept very busy for the next couple of weeks.

Sincerely,
GORDON DRESCHER, MM 2/c

U. S. A. T. S. February 21

Well, how is everything there at the shop, and how is the bowling team? I hope the gas shortage did not stop the men from going to the alley. Boy, I wish I could be home for that supper. I sure liked that.

Say, did any of you fellows hear of a little fellow by the name of Chester Reisinger, Jr.? Sure, that's right—my SON. And am I proud of him, even if I did not see him yet. But it won't be long till I get back. Say, how about the rest of you guys like Whorley and Star? They must have too much weld smoke. You see I got some fresh air and look what I got.

I can't say much about (censored), but it is a nice place, and I have seen more water than I ever did, and did some of the boys get sick! I was lucky so far. Did they draft many more of our boys? I hope they can be spared because it is no fun to see men die. But I am too happy to think of things like that.

I want to thank you fellows that put that dime or quarter in the Victory Box. It sure makes a fellow feel good to know the men back home are thinking of the boys. And do you remember when they made that drive for the U. S. O.? Well, that was well spent money. It sure helps the men in service anywhere and in any country. And by the report of bond sales, you fellows are doing all right.

This is a small world. I met a fellow I know from Manchester, and he has been gone for two years, is in the U. S. Navy. Art Hartman knows him. He is married to Dorothy Brown.

If I don't write I am too busy or at sea. Well, I will stop for now and hit the sack.

CHET REISINGER
STEWARD'S MATE 1/c

P. S. I have some good ropes to smoke when I get home. I had to buy some for the crew when they knew it was a boy. And if it is a red head they have to give them back. I hope they don't have to give them back.

New Guinea

Thanks for the last four issues of your fine magazine. It's very interesting to read about home. Thanks also for the "V" note; it's nice to receive it every month.

I am now flying B24 consolidated Liberators. It's a nice plane, big as hell, but I manage to throw it around. Its main fault is it goes too slow over Wewak. I now have 37 missions to my credit. As for getting Zeros, when one gets near enough there are so many 50 cal. guns opening up from so many planes that the gunners jam the intercom for ten minutes, arguing who hit him. The main thing is that the boys do knock them down, and they're starting to travel in groups of thirty or more for safety. It's getting so that the P38 boys won't attack them unless they have a flight of four or more 38's which is about the correct ratio. Ha! Ha!

It's starting to rain so I'll stop and close up my tent.

I would like to have been at the bowling league party. The pictures reminded me of the time I played the drums in the band. I was sorry to hear about Art Young. He sure used to scare me when I was office boy, but I always liked him.

Keep smiling there at home, as that's the way we always think of you.

Always,
BOB MEISENHELDER

England, February 14

Just a few lines to let you know a change in my address. I have arrived safely somewhere in England and I am feeling fine and dandy. I hope the whole gang is fine and I am looking for the day I can get to see them again. This trip over here is one I never will forget, and I don't mean maybe. Give my regards to all and hoping all of you are fine I will close.

As always,
BOB SPONSLER

V ◇ ◇ ◇ = MAIL

England, January 30

Quite some time has passed since I have written you and it seems longer since I've heard from you or the plant. It is mostly my fault because you haven't my most recent address. I'm now somewhere in jolly ole England. While I'm not in England I'm having a little sport with Jerry. He sure puts on a good show and instead of me clapping, I'm sweating and throwing hot lead at him. This irritates him quite a bit and he throws a little hot lead back at me. All in all, there is quite a lot of friction created way up in the blue and some of the things you see aren't so easy to swallow. It all seems like one big horrible nightmare. But when we get together after it's all over we will have quite a bull session. If I'm one of the lucky fellows to complete my missions, I'll sure have a lot of memories of World War II.

I'm waiting now to get a copy of "Turbine Topics." Most of all I miss the old gang. Tell them my address. Over here mail sure is a morale holder-upper. Tell Phil Wecker I'll be waiting to hear from him. Also inform him that I'm still a Casanova, even with these English women. But I wouldn't trade one American girl for five English girls.

How is Ferd Witmer? Tell him I said hello and best wishes to all of Dept. C. I'd give anything to be back with the ole gang. Also if you have time, stop in and tell the nurse I haven't been stung by any honey bees yet, but Jerry sure shows his stinger quite often when we lay eggs in his nest. And, brother, many a heathen turned Christian in a few seconds and learned to pray in another second. So any prayers that are said back home sure will help a lot.

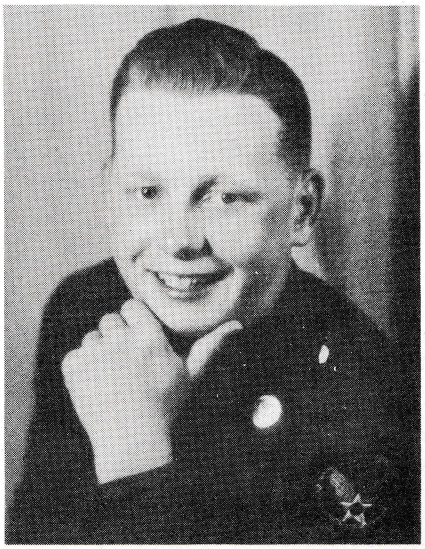
There is another side to the story. Every day there is a news broadcast from Germany. It goes about like this: "A large number of heavy bombers came over our cities and did very little damage. Hospitals, churches and nurseries were destroyed. None of our fighters were lost, but a considerable number of heavy bombers were shot down." Then they go on with a lot of other propaganda and I mean propaganda.

I'm holding out on that picture until I get another stripe. It'll be coming out about the 15th of the month. As soon as I get it, I'll have a picture taken and send you one. I'm still the same and am in good health except for a limey cough.

I'll be waiting for an answer and a rush order of "Turbine Topics." Till then, best regards to all.

Sincerely,

S/Sgt. WALT BAILEY



Pvt. "Mack"

Keesler Field, Miss., February 11

I want to thank everyone for the V-notes and "Turbine Topics" which you have been sending me regularly. I enjoy reading this booklet because it keeps me up to date on the things I'm interested in—my friends and my work.

It took me quite some time to get a photo for our paper, but if it wouldn't have been for some "incendiary" blonde, I still wouldn't have it. She turned on the steam and lured me into the photo shop. This enclosed picture is the result. I might add, that she throttled back considerably as soon as the image box clicked.

I'm quite busy with my studies now. These B-24's are quite complicated. One must apply himself if he wishes to get a ship of his own. A ship of my own is my dream and I expect it to become a reality some time this summer.

I have deep hopes of getting a furlough in the near future. When I do I'll drop around to chat with the boys.

In closing I wish to thank you all for the marvelous things you do for your fellowmen in the service.

Yours truly,

ROGER McWILLIAMS
"MACK"

Camp Bradford, March 4

Don't know if you folks still have a paper there, as the mail seems to have trouble catching up with me. I have just come out of the hospital, been there for six weeks. It was the best duty that I have had so far, that is, excluding the pain of an infected left hand.

I am back at Camp Bradford now. They have about five hundred firemen first class men here waiting to go to L. S. T. diesel school and I may be here for the duration. I came here the first time December 28, and was going to start school January 11, the day I went to the hospital. They take very good care of you at the naval hospitals; the best doctors in the states are there. I managed to get home three days and would have been home more often if a certain vice-admiral had not ordered no more leaves from hospitals in the fifth naval district. I am living in a tent at present and the cold weather is something I don't like after coming out of a steam heated building with nice soft beds in it. We have a coal stove in our tent and have quite a time to keep it burning. It seems no one here is familiar with soft coal fires. A group in one of the tents are though; they proceeded to burn the whole place down. It was the only excitement since I have been here.

I am in what is known as the induction group down here. We have work details in the morning and march in the afternoon. I don't mind it though, gives me something to do. But some of the boys almost go out of their minds. They like the old saying, "The Navy is a lazy man's paradise." That's all from a fellow who thought the Navy was salty until he tasted it and found it to be sugar.

One of your employees,

ROBERT SHEFFER

Upon learning from Scorekeeper Bill Musser that with only a few minutes to go in the final quarter of the Fourth War Loan Drive, the S. Morgan Smith Company was $500 short of reaching its goal, the fellows in the Enginering Department went into a huddle. A few seconds later they had the spectators on their feet with a brilliant display of super-salesmanship, chiefly by quarterback Meisenhelder, that sold over $600 worth of bonds before the whistle blew ending the contest.

The play that helped push the drive over the goal line was based on a gamble. Here is how it worked: To every employee in the Main Office who purchased a $25 war bond was given the opportunity to win an extra $25 bond for the additional sum of 75 cents. Twenty-seven gamblers answered the call, which enabled the Engineers to award a second prize of $1.50 in war stamps. Each contestant was given a number, a duplicate of which was placed in a tin can.

The drawings were held the following day. Jim Strayer, Jr., won the $25 war bond and Jim Scoville, the $1.50 in stamps.

* * *

We are happy to report the return of Bill Kling after an extended absence because of illness. Bill is back on the job as foreman on the coal pulverizer assembly floor.

* * *

Howard Mayo's wife and son, Howard, Jr., of Boston, spent February 27 and 28 in York as guests of Jim and Mrs. Scoville. They took in the Athletic Association skating party, visited the plant and got acquainted with some of Mr. Mayo's fellow employees. Howard, Jr., is taking the V-12 Navy course at Worcester Polytechnic Institute, Worcester, Mass.

* * *

Romaine Shaffer has received a second seashell necklace from the South Pacific. This time her fiancé also sent her a wooden letter opener and a heart-shaped stone pendant for a necklace. Seems as though wherever he is Pfc. Don remembers the dream girl he left behind.

* * *

The fellows in the Plate Shop received a letter the other day from one of their former clerks, Emma Catherine Miller. During her short stay here last summer E. C. was a valuable member of the Hill Billy Band. In her letter she urges Jennings, Bubb and the rest of the gang to stick to their practicing. Then when she visits the plant in the near future she can stand back and view the results of her hard labor of teaching Bubb to keep in tune.

* * *

Mr. and Mrs. Kenneth Shanabrough are now the parents of an eight-pound daughter, Bonnie Lou, who was born on February 16 at the York Hospital. Ken, Time Study Man in the Plate Shop, has been congratulated by everyone and thumped on the back so often—no wonder he has looked stoop-shouldered lately. Thanks, Ken, for the cigars for the men, and the candy for the girls, and the best of health to Mrs. Shanabrough.

Anna Wolfe, Chief Filing Clerk, was the lucky winner of 35 silver dollars at the Dr. I. Q. program held at the high school for boosting the Fourth War Bond Drive. Anna repeated rather nervously, but correctly, the thought-twister for the evening: "Don't sell your bonds," said Nonds to Ponds. "I won't sell my bonds, Ponds," to him said Nonds.

* * *

On February 22 an oyster bake was held by the employees of the Navy Department at Bierman's restaurant. The party was composed of 38 men who went directly to the restaurant from work at 6 p. m. In about three and one half hours they consumed two barrels of prime oysters (raw and steamed) plus 15 dozen fries, plus a half barrel of Pabst Blue Ribbon, plus extras such as soda, pretzels, potato chips, celery and crackers. Most of the boys are requesting another party already.

* * *

Herbie Phillips, of Bonneville, Ore., Wrightsville, Benton and York, Pa., now on Floor 3 and 4, and Russ Fetrow of Department A are mending their political fences and have started an extensive campaign for the office of city school director.

James S. A. Strayer, winner of bond in Main Office lottery, presents his credentials to Miss Mundis while Phil Aldinger makes sure there's no monkey business.

When Cpl. Harry Elicker visited us on February 18 he received a royal welcome in the Cost Dept. What a welcome! Front row, seated: Charlotte Kephart, the dashing young corporal, Marie Orwig and Ethel Marstellar. Top row: Duncan D. McArthur, Jane Myers, Grace Eisenhart, William T. Jamison, Martha Bender, Charles Snyder, Betty Foust and Caroline Nusbaum.

George Myers surrounded by a bevy of beauties. The Roving Cameraman is very sorry he caught only one quarter of Anna Wolfe on this picture and promises to photograph the other three quarters for a future issue. In the background are Jimmy Decker's daughter, June, Skeeter Eisenhart and Caroline Nusbaum and Betty Geesey, sister of Martin Beaverson.

Walter Hollingshead doing the fantastic on skates with Arline "Toots" Fitzkee. Mrs. Vernon Snell is peeking over Walter's shoulder and to the right are Mr. and Mrs. Nevin Dietz, and someone with an odd pair of bobby socks doing a toe dance on skates.

CAMERAMAN . . . . .

The cafeteria push cart service, on its inaugural trip at 10 a. m. on February 15, being appropriately escorted by Raymond A. Dietz and E. Everett Pierce, Personnel Dept., and owner and manager of cafeteria, William M. Johnson. Left to right: E. E. Pierce, Charles Lewis, Sally Shaffer, M. E. Leppo, Leo B. Rodgers, Raymond Dietz, Rush Zeigler, George H. Leicht, Arthur Bathurst, Bill Johnson, R. J. Wagaman, Ken Morningstar's beautiful curls, Earle Rowe and Ed Wills.

"Sheik," the "Seeing Eye" dog, owned by William M. Johnson, operator of the cafeteria. Among the many commands that "Sheik" responds to are: Come, Forward, Steady, Right, Left, Sit, Rest, Down. He is very attentive to the wishes of his master.

The Push Cart Boys, Ray Dietz and Ev Pierce, about to expedite (push) the cafeteria wagon on its first round. Ray was much worried about the tires (which had to be pumped up before proceeding further). Ev looks as though he could murder the Roving Cameraman, but that's just his normal look—He got that way from scaring people out of extra gas rations.

UP *and* DOWN *the* AISLE

Bob Miller, who works in Department B, went bowling one Saturday night and while engrossed in the game he suddenly turned to his daughter, one of the spectators, and said, "Run out and put a nickel in the parking meter before I get a ticket for overtime parking." But the needle on the meter dropped too quick and Robert donated a great big buck to the city. So sorry.

* * *

Lester Snyder was the cause of all the jovial outbursts among the doctors, nurses and donors at the last blood bank meeting of the Red Cross. (Subject was a polar bear.)

* * *

On a recent Saturday evening at a bungalow along the Susquehanna River, a group of fellows known as the Friday Night Poker Club, of which Arthur Palmer, Navy Department, is a member, were having a week-end session. During the course of events the boys all went out for target practice. Upon their return the cook had prepared for supper the pigeons that were intended for Sunday's pot pie dinner. After the meal the host surprised the boys with the fact that the pigeons they had just eaten were crows. Imagine their amazement.

* * *

WELCOME! NEW EMPLOYEES

Gordon Ferree, Dept. A; Nesta Becker, Mail Clerk; John Oberlander, Guard.

* * *

Ten days during February were happy ones for Mary Feiser, Cost Department. Her husband was on a ten-day furlough from Sheepshead Bay, N. Y. But as soon as he returned to the base, he was quarantined for mumps. Tsk, tsk, Mary.

Most S. M. S. employees have seen turbine parts around the shop that were intended for use in power facilities throughout the country, but few have seen the small scale models that compose a different kind of power facility—a lamp. Pictured below is Al Andrews with this lamp which he designed.

Al constructed the forms for the runner crown and bands and poured them himself. The runner buckets are made of brass, the band and hub, of babbitt. He completed the base after working on it in his spare time for about a year and a half. At this time he was supervising a job at Pee Dee, N. C. He presented the finished runner to C. P. Stewart, who was in charge of the Pee Dee powerhouse. Mr. Stewart created a metal shaft and a generator shade and made the lamp complete.

About a year ago Mr. Stewart, because of his very poor health, began to distribute his possessions among his friends. He returned the lamp to Al, who substituted a wooden shaft for the metal one and added an exciter.

There are two bulbs in the generator shade and one in the little exciter shade. When the lamp is lighted, the perforations in the generator and exciter are noticeable. In this respect also these turbine parts are identical to the standard type.

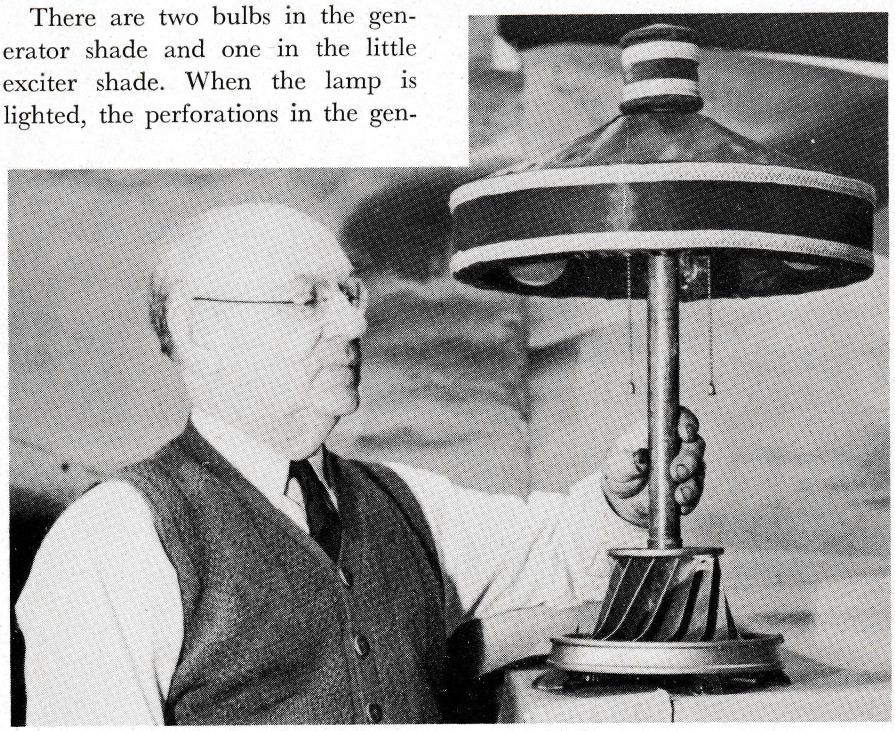
Al's creative ability doesn't stop with designing and making miniature turbine parts. He has been granted several patents and has fashioned numerous small masterpieces, including many beautiful rings.

EDITORIAL STAFF

EDITORS—Raymond A. Dietz, **Elmer E. Aughenbaugh, E. Everett Pierce, Jr., Grant H. Voaden**

REPORTERS—Paul M. Smith, George G. Phillips, Lynn Sterner, John Godfrey, Philip Wecker, Robert Wolf, George Myers, Joe Warner, James Decker, Walter Allison, Gene Shindel, William Kling, Theodore Hake, Charlotte Kephart, Robert Rudacille, Walter Rohrbaugh, Arline Fitzkee, Arthur Smith.

9



Al (Aladdin) Andrews with his lamp.

APRIL BIRTHDAY GREETINGS

1—E. Jack Oerter, Supervisor Estimating Dept.; and Frank Popielaski, Floor 1.

5—Martha Bender, Cost Dept.

6—Ethel Winter, Time Study; Vivian Becker, Dept. A clerk; Lawrence Reever, Weld Shop; Rolfe Sahle, Engineering; and Lloyd Wilt, Weld Shop.

7—Kenneth Shanabrough, Time Study, Plate Shop; Cpl. Harry Elicker.

8—Stewart Dellinger, C; and Charles Epley, Floor 3 & 4; and A/C H. Jack McHenry.

9—Cornelius Nicholas, Plate Shop.

10—Lester Kenneth Loucks, Weld Shop.

11—Reed Everhart, B; Alice Leber, night nurse; and Lester Snyder, Navy.

12—Pvt. George Dietz.

14—Walter Wagner, Maintenance.

15—William Einsig, Floor 1; Archie P. Illyes, Plate Shop; and William Washer, Weld Shop; and Cpl. George Winand.

16—Millard Deardorff, B; Charles Snave, Tool Room; and Laurence Vaughn, Navy.

17—D. C. Devine, Plant Manager; and Grace Kauffman, Blueprint Room.

18—James Brady, Store Room; and J. D. Scoville, Asst. Chief Engineer; Pfc. John McSherry.

19—Harvey Neiman, C; and George J. Schlaanstine, Production Dept.

20—John G. Jacoby, Weld Shop; and Carl Kunkel, Shipping Gang.

22—Frank Rodgers, Floor 1; and Pvt. Howard Hess.

23—Chester Krall, Dept. A; Cabell Reich, Tool Room; and Levi Stengle, Guard.

25—Anthony Hoffman, Sr., Janitor; and Ed Shanabrough, Production Dept.

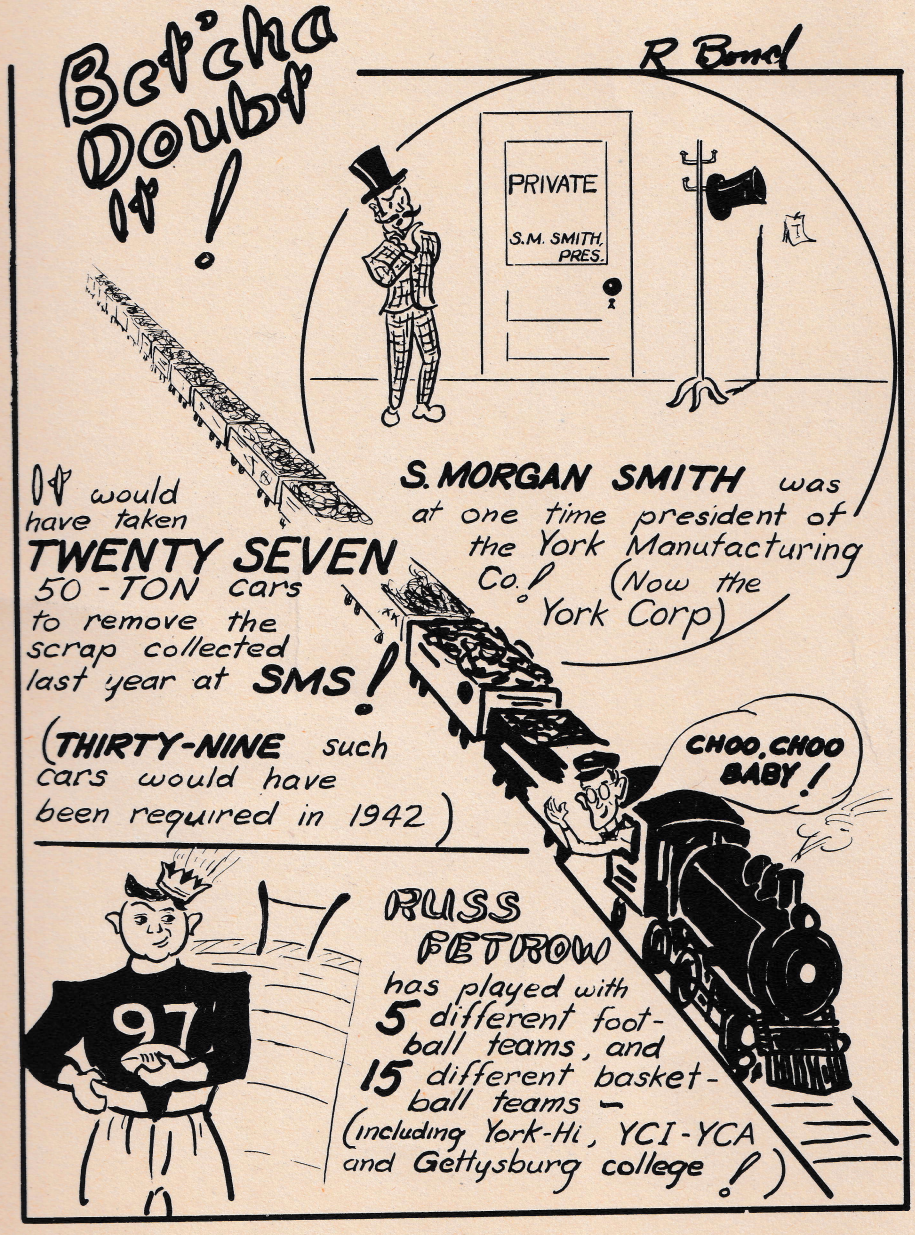
26—Arthur Comtois, Design; and Spurgeon Hake, Pattern Shop.

27—Nevin Dietz, Plate Shop.

28—Samuel Bigham, Shipping Gang; and Jacob Gross, Maintenance; Harry Krall, C; and Herbert Phillips, Erector; and Alfred Welty, S 1/c.

29—Cletus Becker, Truck Driver.

30—Ralph Sell, Navy.


Betcha Doubt It!
R Bond
PRIVATE
S.M. SMITH, PRES.
It would have taken TWENTY SEVEN 50-TON cars to remove the scrap collected last year at SMS!
(THIRTY-NINE such cars would have been required in 1942)
S. MORGAN SMITH was at one time president of the York Manufacturing Co. (Now the York Corp)
CHOO CHOO BABY!
97
RUSS PETROW has played with 5 different football teams, and 15 different basketball teams — (including York-Hi, YCI-YCA and Gettysburg college!)

AXIS FUNERAL MARCH

(Keep 'Em Ringing)

A tune that's driving Hitler mad,
Those yellow nippons too;
A tune played by our home defense
To help our boys win through.
It's making Hitler tear his hair,
And Tojo bite his nails.
From every plant and factory
Hear how that music swells.
It's chiming out the Axis doom —
The ringing of those timeclock bells.

Leo Rodgers
Crane operator in 807

S. M. S. Co. Quota for Red Cross, 1944 . . $5,248.00
S. M. S. Co. Red Cross Donations by Mar. 16 $4,250.00
Deficit $998.00

"You're giving to me when you give to the Red Cross!"

Red Cross is essential to the personal needs and comforts of the seventy-six of our fellow workers now in the armed services. Money is needed to maintain Red Cross services to war prisoners and wounded men, and provide mobile units and other field services. You may have made your donation for this cause but have you really given all you can? No sacrifice we could make is equal to theirs in the final drive to victory.

You can't be there . . .
But Your Dollars Can!